

CHOICE COLLINGS

Crazed by Torn Up Streets.

For seven or eight years past they have torn up Paris streets until their condition has become a byword in Europe. The Place de l'Opera is now worse than ever. Every day or two fresh chasms are dug and steam cranes ply their loads. The municipality apparently takes delight in flouting public opinion, and at every fresh protest a new hole is bored. Tradesmen blocked in their shops by excavation-year after year, are literally going mad.

An express from Le Treport-by-the-Sea to Paris was stopped recently when a passenger pulled the communication cord. When the guard came he said: "I am Falleres. I request the immediate presence of the minister of public works that he may report upon the state of the Paris streets. If he can't clear himself I condemn him to death." On arrival at Paris the poor man suddenly became violent, and a strait-jacket had to be put on him before he could be conveyed to an asylum.

The madman proved to be a shop-keeper whose shop has been cut off from communication with the outside world for eight years because his street has been up for that time. He had been sent to the seaside in care of keepers, but escaped from them to go to Paris.—Chicago News.

Couldn't Place Him.

Richard Harding Davis praised at a dinner in Philadelphia the modern girl's love of sports.

"And how beautiful her open air life has made her!" said Mr. Davis. "I wish I could show you some of the primitive statuettes in the British museum—man's very first statuettes—for there you would see how the modern girl has improved upon her prehistoric sister.

"I hate to see the modern girl, though, neglect her mind in the cultivation of her body. Once at a tea in Rittenhouse square Tennyson was being discussed, and I turned to a tall girl of singular beauty and said:

"Do you like the 'Passing of Arthur'?"

"Arthur? Arthur?" she mused. "I'm sure he isn't a Pennsylvania man. Where is he playing—Yale or Harvard?"—St. Louis Globe-Democrat.

Tolstoy as a Bootmaker.

Many who have never read a line of Tolstoy know that the count, with his peculiar notions of work, makes his own boots. Aylmer Maude in his latest installment of Tolstoy's biography, just published, quotes an incident in that connection:

"As to the boots Tolstoy made, I asked a man to whom he had given a pair and who had worn them whether they were well made. 'Couldn't be worse,' was his reply."

"I suspect," adds Mr. Maude, and the average reader will nod assent, "that Tolstoy's bootmaking was of more value as a spiritual sedative than it was as a contribution to the solution of the economic problem."—Westminster Gazette.

On the Fire.

"Hall Caine is the most abused writer in the world," said a New York publisher. "He gets nothing but grills and roasts when he brings out one of those melodramatic novels or plays of his that sell so amazingly well.

"Yes, the critics roast Hall Caine, but he, too, will often roast the critics. One night here in New York, at a dinner attended by all our best critics, the little man, rising to a toast, pushed back the thin suburn hair from his protuberant brow and said:

"Dear me, what a lot of critics there are here! It requires very little ability to find fault. That is why, I presume, there are so many of you, gentlemen!"

An English Jockey's Fortune.

To make a fortune of £250,000 as a jockey is a feat which places the late Tom Loates at the pinnacle of his profession so far as mere worldly wealth is concerned. Of course the fees in these days are much greater than when Fred Archer, who left £60,000, and Fordham, who was worth under £20,000, were in the prime of their racing careers. But then it is not every one who has a Leopold de Rothschild to advise in the matter of investments, and it is said that Tom Loates was thus particularly favored.—London Globe.

Gallant Austrian Officials.

So gallantly disposed is the Austrian government toward its fairer subjects that the postal authorities have decided to devote special parcel delivery vans to the transportation of the large hats which are the mode in Austria just now. Many complaints were received from their customers by the leading millinery firms of Vienna that these costly "creations" reached their destination in the form of an unrecognizable tangle of velvet and feathers. Representations were made to the post-office, with the result that special "hat collecting vans" are to be put in service.

Rough on Her Relatives.

A new and wholly unique use for sand has been discovered by a Spanish lady, who recorded her find in her will in these terms: "As to my sisters, nieces, nephew, brother-in-law and cousins, nothing shall come to them from me but a bag of sand to rub themselves with. None deserve even a goodby. I do not recognize a single one of them. It is useless even to communicate my death to them; they have too much abused and lied against me."—Argument.

LIVE STOCK

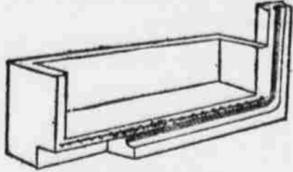
WATER TANK FOR WINTER.

Concrete Trough Eliminating Necessity of Stock Drinking Ice Water.

In the long cold months of winter the farmer is often annoyed by the outdoor water tank or trough freezing; perhaps bursting same and at least causing the stock to drink water that is nearly ice water, which cannot be beneficial to them.

As per illustration this trouble can be overcome with but slight expense by the construction of a concrete tank with the heater molded as a part of the same.

The heater being molded with the tank, is always ready for use at any



Showing Heating Pipe.

time and can be employed whenever needed.

The outside dimensions of tank as illustrated are eight feet eight inches long, three feet high and three feet eight inches wide; the walls are four inches thick, giving the inside dimensions of eight feet long, three feet wide at the top and two feet six inches wide at the bottom, with a depth of 20 inches. This will be ample for the ordinary farm and can be changed to suit your needs.

The chimney is molded 12 inches square and four feet high. This can be increased if so desired.

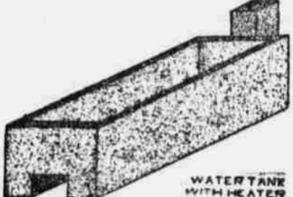
For the outside mold six boards ten inches wide and eight feet eight inches long, fastened together, three of each, with cleats, make the two sides. The end where the firebox is located is made of three ten-inch boards three feet ten inches long and nailed to the two sides at the end.

For the firebox make a box exactly 18 inches wide, 12 inches high and 24 inches long. Place this at the one end abutting against the side.

For the chimney make a box 12 inches square and four feet long. Have this open on one side, set at the one end in center, and then with six ten-inch boards 17 inches long finish up this end by nailing the ends of sides to open side of chimneybox mold.

For the inside of tank cut two ten-inch boards eight feet long, fasten two of each together with cleats on inside; now cut four ten-inch boards exactly two feet ten inches long, fasten two of each together with cleats.

At one side of each measure is exactly three inches from each end and



The Finished Tank.

draw a line from that to the upper corner, cutting along this line.

This makes the ends in a level or wedge shape two feet ten inches wide at the top and two feet four inches wide at the bottom. These are nailed inside the two sides, and if you have used one-inch lumber you have the correct width, three feet wide at top and two feet six inches at the bottom.

In constructing the tank lay a foundation of small stone covered with concrete grout. This should be from four inches to six inches, depending on the soil. Then set your mold upon this, leaving out the core form at place.

Now fill this with concrete, tamped in well to a depth of six inches. Then put your fire in place; this can be common six-inch stovepipe and extend to the end of tank and then up to the end of chimney, as shown in sectional view.

After you have this in place cover with concrete to the top of same or more, about seven inches thick; then upon this lay your re-enforcing rods.

After re-enforcing rods are in place fill with concrete until your depth of bottom is exactly 12 inches from the foundation. This gives the bottom about firebox a thickness of four inches, which is ample, and for usual purposes three inches would do.

Place the inside form of core in position and fill to the top with concrete and allow to stand in the forms until it begins to harden.

Symptoms of Tuberculosis.

Tuberculosis symptoms vary according to the location of the disease. Commonly the lungs are more or less involved. The disease is characterized by dullness, tenderness of withers, back and loins, occasional dryness of the nose, heat of the horns and ears, want of pliancy of the skin, accelerated pulse, bad breath, slight, infrequent, dry cough, blue watery milk. If you are alarmed at the appearance of your herd write for expert opinion to your state experiment station.

RAILROAD NEWS.

THE REGENERATION OF THE ERIE RAILROAD ONE OF THE MARVELS OF PRESENT-DAY FINANCE.

In the history of the Erie—and more than any other American line the Erie has a history—the reorganization of 1895 stands as a dividing line between the new and the old. The "old" was the time of Jay Gould and Jim Fiske et al., who used to carry the offices of the road around in their pockets, and of old Dan Drew, whose printing-presses used to be run overtime turning out uncounted reams of stock. The "new" is the time of the sober operation of the company by a group of highly efficient traffic men, handicapped, but striving with all the power that is in them to make their great property what it ought to be.

When the present management came in, a few years after the reorganization, it was a tremendous task with which they found themselves faced. On its record, people had no faith in the Erie. Its credit was gone. Its equipment and its roadbed were in lamentable condition. Worse than that the new management soon enough came to find how difficult was economical operation of a line whose rails had been laid along the route offering the largest subscriptions instead of the least grade resistance. To build the necessary cut-offs, and to eliminate the killing grades on this up-hill and down-dale route was possible enough, but required money—lots of it. That the company did not have and could not borrow. Capitalization and capital are two mighty different things. The company had plenty of the former, but lack of the latter on more than one occasion during those early years of the reorganization came perilously near sending the whole property back into bankruptcy.

As lately as only three years ago, indeed, lack of working capital came near bringing to naught all that the new management has done for the property and throwing it into receivers' hands. The panic hit the Erie particularly hard. Gross earnings fell off tremendously while expenses increased. Between that upper and nether millstone, net revenues, which had been \$15,171,000 in 1907, fell off to \$10,277,000 in 1908. With a big issue of short-term notes coming due, it looked very squarely for a time. But at the very moment of danger, strong financial interests stepped in and provided the necessary cash.

How well justified they were in their judgment that the road ought to be pulled through is seen in the remarkable earnings shown since that time. Probably there is not another road in the country that can show so complete a right-about-face in condition and outlook during the past couple of years as can the Erie. For the year ending June, 1908, there had been a deficit of \$2,200,000. During the next twelve months gross earnings were so increased and expenses were so cut down that instead of a deficit the road had a surplus of \$2,566,000. And during the next fiscal year, ending June, 1910, the recovery was carried still further. Gross earnings reached the surprising total of \$54,866,000, while operating expenses were only very slightly increased. The result was that total net income exceeded twenty million dollars and almost less than that total net income in 1908, and that the twelve million in 1908, and that the year's operations ended in the addition to surplus of the tidy sum of \$5,069,457.

By such a demonstration of earning power during a time when all was by no means sunshine for the other roads, the question is squarely raised as to whether the Erie has not turned a corner and entered a new phase in its existence. Handicapped, it is true, have been its managers by the lack of working capital, but by stripping clean every bone and making every dollar do one hundred cents' worth of work, that difficulty has been largely overcome and improvements effected which, under the circumstances, are little short of marvelous. Judging from the way earnings have been running during the past few years, the back of the difficulty has been broken, and what has been done for the property is about to bear fruit.

In deciding whether or not that is so, there must be continually kept in mind the fact that there are, so to speak, two Eries—the physical Erie, whose strides forward during the past couple of years are recognized throughout the railroad world; and the financial Erie, which still remains a serious handicap to every member of the operating staff from the top to the bottom.

Considering first the physical Erie, a glance at what has been done during the past few years, in the way of building cut-offs and bringing about grade reductions, is all that is necessary to see how alive the management is to the necessity of striking at the very root of the difficulty by which they have been all along beset. Competition on even terms with such roads as New York Central and Lehigh Valley, it was realized was impossible as long as such grades as existed at several places on the main line remained to block traffic and increase expenses. On the direct line from New York to Buffalo some of these grades ran as high as one and one-half per cent. The most powerful Mallet engines ever built were necessary to haul coal-trains over the hills at Port Jervis and Susquehanna, and at that less than fifty cars per train could be handled. To eliminate these grades, or at least to reduce them to something like an equality with grades on competitive lines, was a tremendous undertaking, but one which the management realized from the start was the sine qua non for successful operation of the property. The work, therefore, was undertaken with a will; and, while much still remains to be done, some really remarkable results have already been achieved.

Most important of these works, perhaps, is the Guyard cut-off, which leaves the main line halfway

between Middletown and Port Jervis and reaches the Newburg branch at Highland Mills. Piercing the mountains at one point with a mile-long tunnel, and built according to the most modern ideas, this piece of double-track road is making a big difference in Erie's operations. East-bound its grade is 2.10% as against 1.26% on the main line; westbound it is 1.10% as against a former grade of 1.12 per cent. As a result of this grade reduction the eastbound trainload has been increased from 2,000 tons to 3,720 tons, and the westbound trainload from 1,000 tons to 1,500 tons. To put it differently, where the former limit was fifty cars to a train, eighty-five and ninety car trains are now possible.

The same sort of thing has been accomplished by the building of the Genesee cut-off in the western part of the State, where the so-called Cuba Hill Summit and the Tip Top, long an effective bar to economical operation, have been eliminated. Study of the figures here again shows the cutting out of these impossible grades has jumped the trainload. By the completion of this bit of line, indeed, a big step forward is made in the main Erie project for a low-grade line across the State and, eventually, into Chicago.

Mention of the big improvement works accomplished during the past few years is bound to include the cut through Bergen Hill, just outside of Jersey City, by which terminal facilities have been so immensely improved. Whereas formerly both the freight and passenger traffic of the entire system had to be put through the tunnel, with the inevitable result of frequent congestion, passenger traffic now goes through the open cut. That leaves the tunnel for freight traffic and has already made a very great difference in the cost of handling business at the terminal.

By reason of the putting into operation of these various improvements, the Erie has lately been showing some operating results necessitating a good deal of revision of ideas formed during the old days of waste and inefficiency. The way in which the trainload (the average number of tons of freight in each train) has been increasing is perhaps the plainest evidence of how the new improvements are affecting operation. Five years ago, Erie's trainload was 412 tons. For the year ending June, 1909, it was 469 tons, and for last year 495 tons—greater than Delaware and Hudson's or New York Central's trainload and almost up to the standard set by Lehigh Valley and Lackawanna. When it is considered how much less Erie's traffic density is than that of these other roads, this improvement is all the more remarkable. There seems to be good ground for the management's belief that eventually Erie will be bringing 5,000-ton trains unbroken from its western terminus into Jersey City.

Another important result of the physical improvements effected is the greater punctuality of trains, both passenger and freight. The coming of Erie's commuter and his troubles, but all that is a thing of the past—the Public Service records show a smaller percentage of delayed trains on that road than on any other coming into Jersey City. Last June, of the two hundred and eighty-five fast freights operated, just four failed to make connections or arrive on time. Efficiency of operation of that sort is what accounts for such a fact as that the Erie is handling over three-quarters of the fruit traffic between New York and Chicago. Such business means superior service.

In a number of other ways it might be shown how the money which has been spent on Erie during the past few years has resulted in increased efficiency of operation but enough has been said to suggest the solid character of the improvement which has been going on. By every one who has studied the property it is recognized and admitted. Regarding the future of Erie there is no question, from a traffic standpoint, of the ability of the present management to build the road up to a high state of efficiency. The question, if there is any, is strictly as to the money side of the proposition.

Admitting that with credit not of the best, and with but a slender surplus, Erie is bearing the time when heavy obligations fall due, it is hard to see any real ground for uneasiness. Early in 1908 when the road was very much in need of money, capital to finance its requirements was forthcoming even in spite of the deplorable state of earnings. Since then, as has been shown, conditions have entirely changed, earnings not only having been largely increased, but an efficiency of operation developed which speaks well of the road's future earning power. If, when things were as black as they were in 1908, the road was able to finance its requirements, how much better able will it be, under present conditions, to raise whatever money it may need.

And as to the longer-range view, it is to be noted that completion of the Guyard and Genesee cut-offs and of the Bergen cut, disposes pretty well of those undertakings which have been making such heavy demands on Erie's available capital supply. A good deal of money could still be profitably spent on the property, but as it stands now the plant is of sufficient capacity and in good enough working order to enable it to work along for a good while without more money being spent on it.

The future seems to be largely a question of the maintenance of earnings. If the Erie can go on for a while earning at the present rate, there is no reason why the property should not be developed to a higher and higher state of efficiency. To get the most out of the road as it stands, a good deal of money will have to be spent on it, but present earnings are sufficient to take care of that. And, of course, with things as they are going along now, the road's credit is getting better all the time.

Will earnings continue at the present rate? That depends largely on the general state of business. But it depends, too, on the solidity of the progress which the road has made. With its greatly increased efficiency of operation, Erie can to-day earn a great deal more net out of a given amount of gross than it could have

earned before. ner was turned. "Franklin Esche" in "Harper's Weekly."

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Honesdale, Pa., May 29, 1908.

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Trains arrive Union depot at 1.0 and 8.05 p. m., week days.

Saturday only, Erie and Wyoming arrives at 3.45 p. m. and leaves at 5.00 p. m.

Sunday trains leave 3.45 and arrive at 7.02.

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